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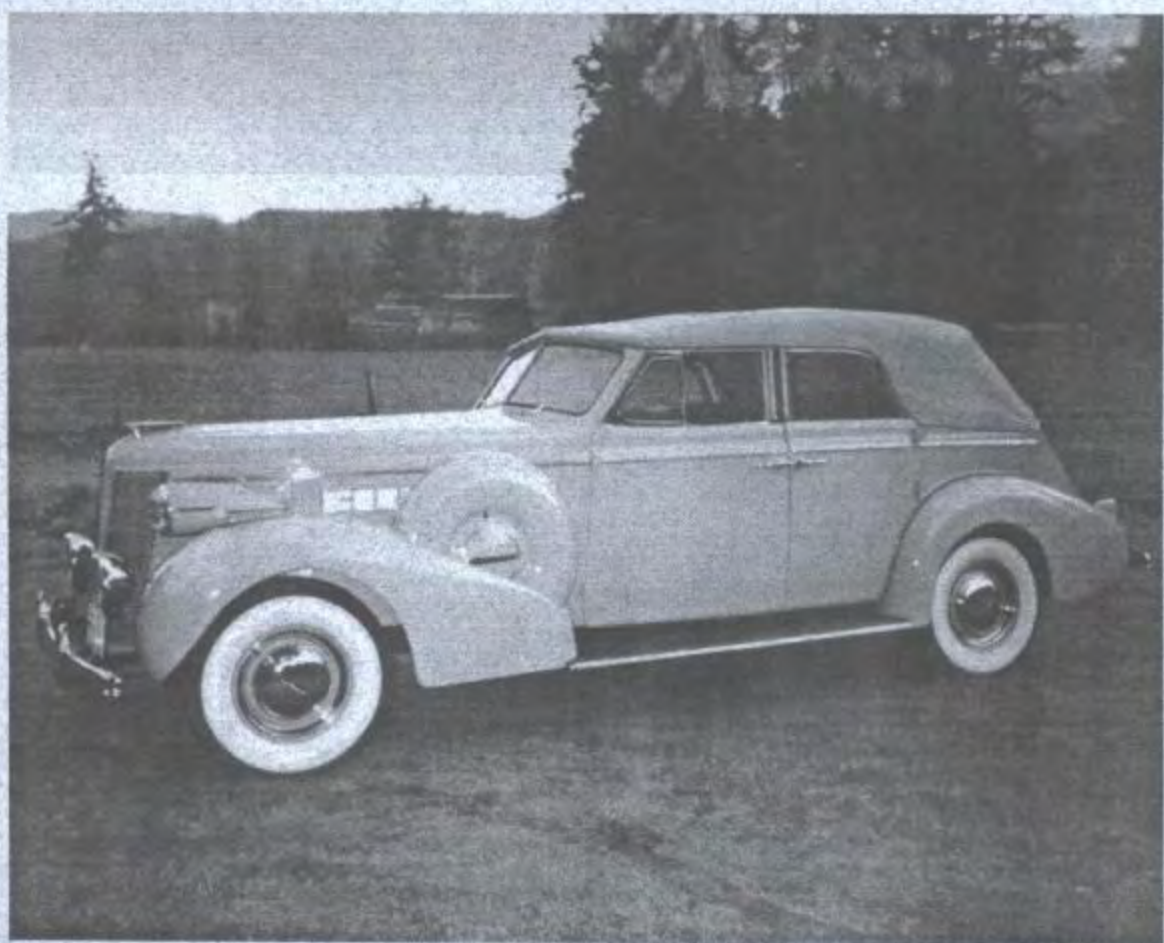
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# TORQUE TUBE

THE INTERNATIONAL NEWS PUBLICATION FOR MEMBERS OF THE 1937-1938 BUICK CLUB



VOLUME XVII • NUMBER 6 • JULY/AUGUST 1999





# The 9th Cylinder

BY HARRY LOGAN (#651) EDITOR



Dear Members, another year has passed and it's now time to renew your subscription. Check the envelope label your *Torque Tube* came in. If it reads: **Expires September 1999**, then it's time to renew! There is also an addressed renewal envelope included with your magazine. Dues are \$34 for US, \$35 for Canada and Mexico and \$40 for all others. Overseas surface mail is \$35/year. To renew for more than one year, submit the above amount times the number of renewal years. *Thank You.*

We ended our 1998-1999 publishing year with over 625 paying members, an all time high. Our current membership owns 652 1937 and 1938 Buicks. 310 '37's and 342 '38's!

Recently spoke with a professional car mover. He said if you transport a car on a flat bed truck, be sure **not** to put a car cover on it as the flapping cover will rub off some of the car's paint. Then today I spoke

with a collector who said he transported a car on a flat bed truck with a cover on it. And yes, it did rub a lot of the paint off. He learned his lesson the hard way!

Our first photo shows some of the American cars used in the filming of *Saving Private Ryan* in Hatfield, England. That's **Derek and Kate Hodgett's** (#690-Nottingham, England) 1937 Limited Sedan in the middle.

When sales slumped in the late 1950's, Buick changed the names of its entire product line, summarily replacing Roadmaster, Super, Century and Special and introduced three new lines - LeSabre, Invicta and Electra.

The division's emblem, introduced on all 1937 models, was based on the Buick family's Scottish coat of arms.

It was re-configured in 1959 to become three overlapping shields to commemorate the three new models. And that's how the famous Buick tri-shield logo was born!



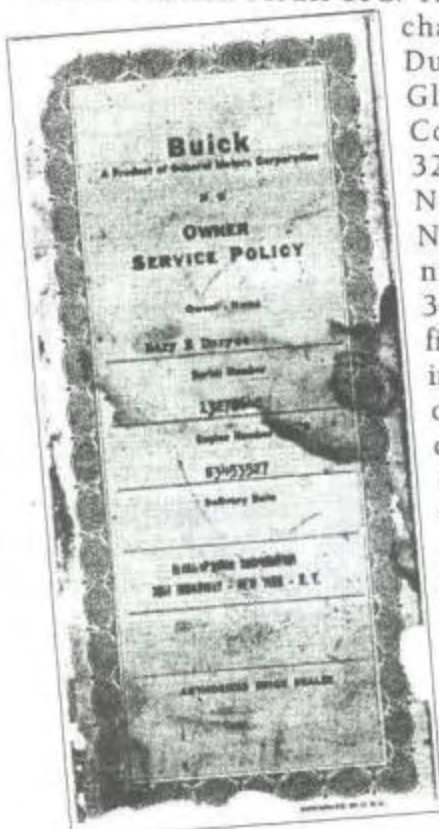
**TORQUE TUBE**

FOUNDED IN 1980 BY DAVE LEWIS





This Buick Owner Service Policy was found by **John Baine** (#1070) in Canada. It was with some parts he purchased. It's for a 1938 Roadmaster Phaeton Model 80C. The car was purchased by Mary Duryee from Glidden Buick Corporation at 3261 Broadway, New York City, NY. The Engine number was 8-3453527 with the first "8" indicating an 80 Series or Roadmaster car. The Serial (frame) number was 1-3278640 indicating a Flint assembled car (as were all 1938 open Buicks). If the frame number began with a "2", it would be a South Gate (Los Angeles) assembled car. A "3" would be a Linden, NJ assembled car. We have five members who own Fisher bodied 38-80C's. Perhaps one of them owns this car?



The next photo shows **Art Benton's** (#995-San Jose, CA) mother and stepfather on a Canadian vacation in 1937. The car was a new 1937 Century Slant Back Sedan Model 67. After two years, it was traded in on a 1939 Century. Then in 1940 on a new Nash, mainly because the Nash's heater was superior to the Buick's! Art writes that they would go to his mother's old uncle's house in Pennsylvania in the '37 Century. He was always glad to see them and the Buick. His house had no electricity, so when they got there, he would listen to the baseball games on the Buick's radio.



Von Hardesty (#964 in Virginia) owns this maroon 1937 Century Convertible Coupe Model 66C (top of page 3). He has just had it repainted in the original Sandringham (dark) Maroon. Von recently purchase a companion for this car

It's a beautifully restored maroon 1940 Ford Convertible Coupe. Von says, "The Ford is a real beauty, the most complete and detailed car I've

## ≡TORQUE TUBE≡

**You can now find your '37-'38 Buick Club on the World Wide Web:**

<http://www.classicar.com/clubs/buick/buick.htm>

The **TORQUE TUBE** is published every two months for the enjoyment of the **1937-1938 Buick Club**. Membership dues are \$34.00 per year US, \$35.00 per year Canada or Mexico and \$40.00 per year for all others. All issues mailed First Class and Overseas issues are mailed Air Mail-Printed Matter unless Surface Mail, at \$35.00 per year, is requested. All memberships run September 1 to August 31 of the following year. Persons joining during the year will receive all back issues from September 1. All payments must be in U.S. funds. Please make your check payable to the **1937-1938 Buick Club**.

Please send all articles, ads subscriptions and inquires, etc. to:

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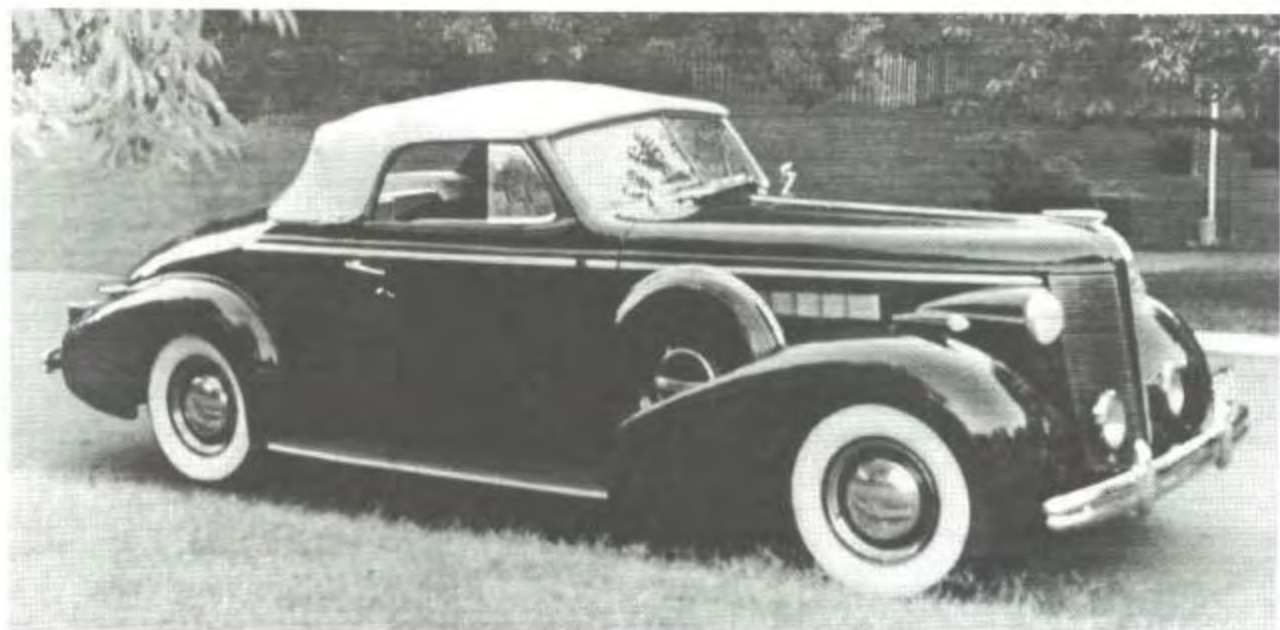
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ever owned...it's just pristine."

The previous owner spent 9 years restoring it and went to great expense of replicating the old style top. The rear window has original style snaps and belts, with Ford script on the windows. The previous owner even found an original 85 hp V-8 engine block, still in the crate! It's a strong driver and quite in the 0 to 60 mph range.

I've seen this heater hose bracket bent and mounted to either the spark plug cover or engine breather bolts. The factory correct way was attaching it to the center valve cover bolt. Late 1938's did not have a center bolt, so the bracket must be mounted differently or left off.

Spoke with a 1937 Roadmaster owner. He said he switched his tires from 7.00 x 16 used on 37/38 Roadmaster's to 7.50 x 16 tires used on the 37/38 Limited. He said it effectively changes the rear end ratio from 4.22 to around 4.10 and the engine

turns over about 400 rpm slower than before. But if you have sidemounts, you can't put the larger Limited tire in the fenderwell.



If you want to run 12 volt accessories (like a radio or CB) on a 6 volt system, you will need to get Voltage Inverter. It converts 6v dc to 12 v dc. Be sure the 12

volt accessory you want to power does not draw more current than the Inverter can provide. Radio Shack, I am told, no longer sells them. The only place I know of that sells them is Antique Automobile Radio in Florida. Phone 1-800-933-4926. Ask for their catalog, or check with your local CB or HAM radio supplier.

**Bill Denney** (#863) in Australia is restoring a 1938 Century Convertible Sedan Model 60C. 37/38 open cars have a channel for a tacking strip in the back where the cloth top meets the body. The tacking strip helps hold the top in place. Bill could not find anyone in Australia that sells this 5/8" wide





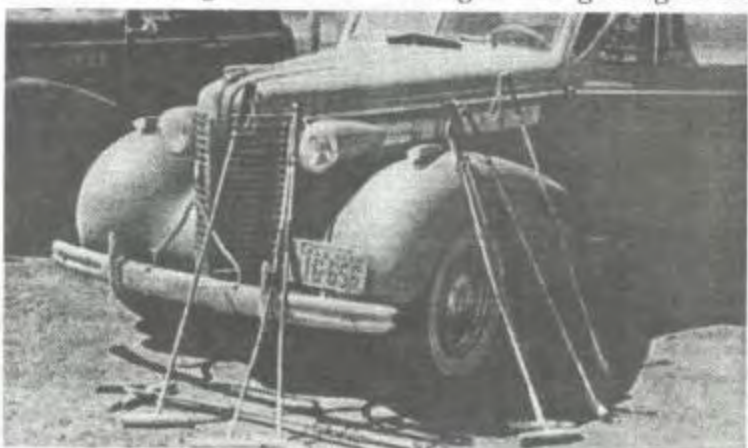
could not find anyone in Australia that sells this  $5/8$ " wide strip. So he used a section of a fan belt. He says it fits like it was made for it and dense enough for the tacks to hold.

During a visit to Central Otago New Zealand,

Bruce Webster, friend of the Torque Tube's art director, came upon an interesting find. This 1937 Buick Special Sedan (top photo) is in the city of Dunedin, NZ Settler's Museum. It was purchased new, from a Buick franchise "from way back" in Dunedin, by a local farmer who used it for 21 years. He sold both his car and farm to a couple who drove it until 1965 when it was retired to the farms hay barn. A full professional restoration to its original splendor and color was completed in 1987. The owners at the time have since passed away and the car now belongs to their daughter who has loaned it to the museum for display.

This photo of a light colored 1938 Buick coupe, with polo mallets was taken in Florida by famed photographer **Russell Lee**, circa 1939. It's from the Library of Congress web site ([www.loc.gov](http://www.loc.gov)). Thanks to **Von Hardesty** (#964 in Virginia) for sending in this interesting photo.

This 1938 Motor Age Magazine cartoon reflects the pricing of gasoline (petrol) and the



has lived all his life in Flint and has seen many changes. His great-grandfather was James H.

Whiting, the man who was responsible for bringing Buick from Detroit to Flint in 1903. At that time, Mr. Whiting was the owner of the Flint Wagon Works. He foresaw the demise of horse drawn vehicles and wanted to get

into the fledgling automobile business, so he purchased the Buick Motor Company. At that time, David Dunbar Buick was running the company, but he was not a good businessman. So in 1904, when Mr. Whiting saw his investment failing, he hired William Durant to take over running the company. In 1908 Durant formed the General Motors Company with Buick as the cornerstone of the corporation. And the rest, as they say, is history!

In among the many letters I received a nice one from member **Gene McCoy** (#573) in New York who wrote: "When it comes to getting the best service and used parts for our cars, you need look no further than our own **Dave Tacheny** (#997). He is effi-

chauvinistic attitudes of the times.

Member **Don Johnson** (#960) in Flint, MI owns a restored 37-66C and 37-80C. He also owns a 1938 Century Sport Coupe that was purchased new by his cousin. Don



cient and more importantly, honest."

Notice, in the photo at the top of page 5, the '35 Ford and '37 Buick Convertible Coupe with sidemo-  
unts, fog lights and the top down  
behind the hot rod. One wonders  
what's going through the minds of  
the trio in the Hot Rod. With both  
hands on the dashboard, the girl  
seems to be thinking that with no  
seat belts or air bag her best move  
would be to pray for a miracle in  
the event of a crash. The guys are  
wishing this wasn't their sister.  
Thanks to **David Boos** (#569) in  
Southern California for sharing this  
interesting photo.

This ad for a Redfern Saloon-  
Tourer (convertible sedan) appeared  
in March, '39 in the London Times. The  
McLaughlin-Buick was bodied by Maltby's Ltd.  
of Folkestone, England. While this is a 1938 car,  
it's very similar to **Vic Lane's** (#1040-Wales, U.K.)  
1937 Maltby bodied Buick that appeared in the  
April/May issue. Thanks to **Bob Ward** (#114) in  
Ontario, Canada for sharing this ad.

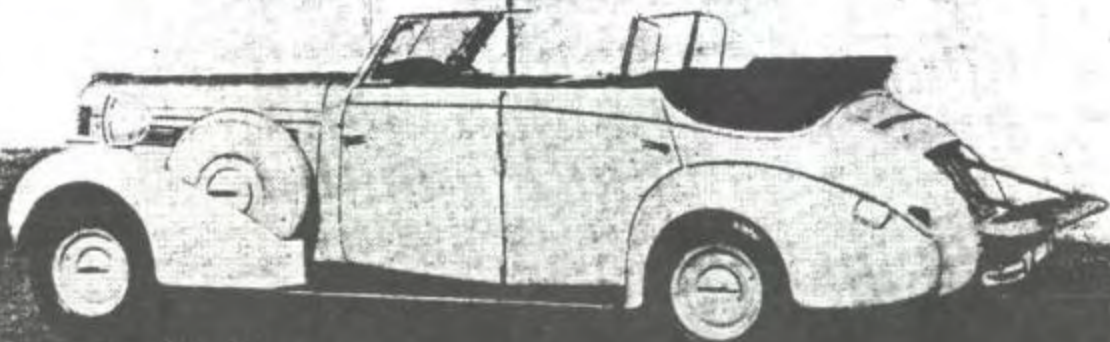


Again, thanks for your continued support and  
I want to share with you a surprise from BCA. At  
this year's National Meet, in Columbus, Ohio our  
**Torque Tube** was given the 1999 Annual News-  
letter Award for excellence.

*Harry*

Some complete cars on Buick,  
Studebaker, Humber, Talbot  
chassis available for spring.  
Bodies available for any  
chassis.

The Finest All-Weather Body in the World



## REDFERN SALOON-TOURER

HYDRO-ELECTRIC HOOD.

Example a Buick. Note rear screen, large  
luggage boot and neatness of hood cover.

MALTBYS LTD., 141, SANDGATE ROAD, FOLKESTONE, 2261

Also—  
Redfern Coupe  
de Ville (3-  
position hood)



## Cover Cars

This Samarra Beige 1937 Century Convertible Sedan Model 60C belongs to **Jack Shepherd** (#138) in British Columbia, Canada. Jack purchased the car from **Greg Field** (BCA #1) in Los Angeles and restored it to the beautiful condition it's now in. Jack drove it to the last 1937-1938 Buick Club Western Meet at Mount Hood, Oregon in 1997.

# THE LAST PRE-WAR BUICK IN ROMANIA

By **Ivan Nicolaie**  
Bucharest, Romania



**I** discovered with delight your site on Internet and I realized that my passion is shared by other people. I like antique cars, especially American ones. But 1938 Buick has unique place in my heart.

I am the happy owner of a 1938 Buick Special Sedan Model 41. The original owner - my uncle - purchased it new. Then it became the object of his veneration for almost 50 years. The deep respect I felt for my uncle, and the passion for antique cars made me cherish his car the same way from the moment I inherited it. All this time since the Buick became a family member many difficulties appeared.

An important problem for my uncle was to keep her away from Communist persecution in the '50's when she was considered a symbol of the American Imperialism.

With another kind of problems I had to fight after the fall of Communism. The economical crisis and our authorities lack of interests of preserving such a valuable object like a 1938 Buick made my efforts to keep her in good shape a nightmare.

The specialists my uncle knew passed away and now there is nobody who could repair a car older than 20 years. My principle problem is the carburetor. I desperately looked for a



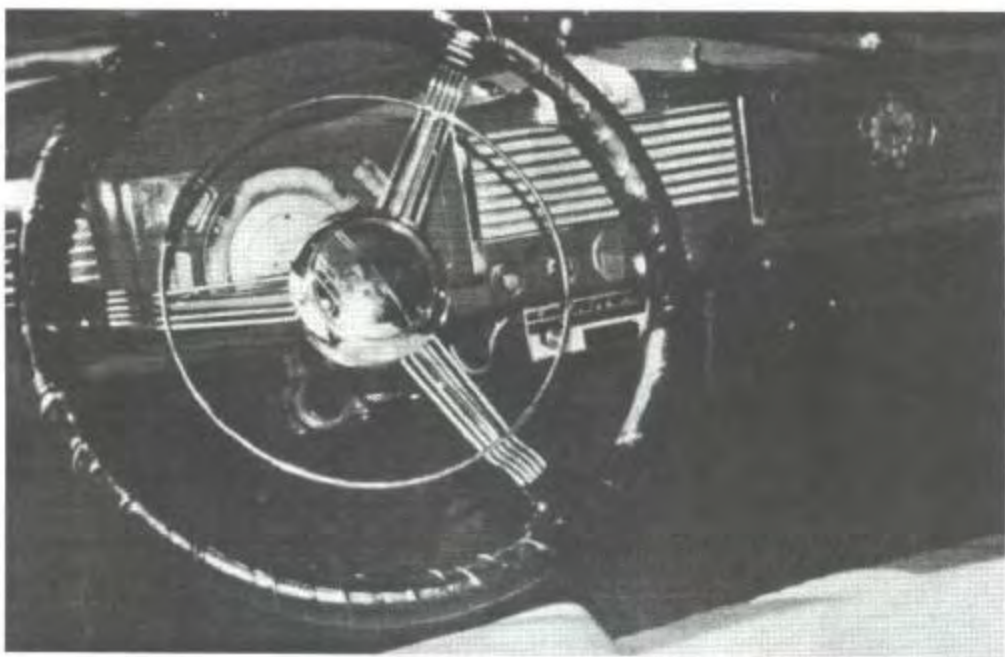


similar model in my country hoping that I could solve my problems even by exchanging spare parts. The conclusion was I am the only owner of a Buick made before the War. I think you will understand why I felt my life changing the moment I found out about the existence of your Club.

Do you think you could help me? Hoping for good news from you I wish you to enjoy your cars as long as possible.

Yours sincerely,

*Ivan Nicolaie*



***If you would like to contact Ivan Nicolaie, here's his address:***

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# AN UPDATE ON Canadian BUICKS

ED: Since the article "Canadian Buicks-A McLaughlin Buick Primer" appeared in the July/August 1998 Torque Tube, I have received letters from McLaughlin-Buick owner **John Baine** (#1090) with additional information on these cars.

Canadian cars carried the name McLaughlin until 1942. After that they were simply "Buick." According to GM of Canada, a total of 191 48-19 Roadmaster five passenger sedans were produced in Oshawa, Ontario in 1938. A further 58 were exported. These figures were not broken down into body type. I'm not sure if any convertibles were produced in Canada. It appears GM of Canada did not preserve all of the records for that time period.

Here is what a 1938 Canadian Buick hubcap looks like. They are on my 1938 Roadmaster and are very hard to find, especially in good condition!

This is a '37 Canadian Data Plate. The Serial Number is 744191597. The first digit is the model year, 1937. The next four digits 4419 are the Fisher Body style number for the car, i.e. 4419 is a Special 4-door trunk back sedan. (4=Buick, 4=40 series Special, 19=four door trunk back sedan. The digits 1,597 represent the vehicle serial number in sequence, in

this case the 1,597th 1937 McLaughlin built during the model year.

At the bottom of US data plates it's marked BODY BY FISHER but the Canadian ones are not. This US data plate is for a Wellington (dark) Gray 1937 Roadmaster Trunk Back Sedan Model 81 with a Mahogany colored dashboard.

The Fisher body plate is found on the lower right side of the cowl on the outside and is red. (ED: also the same location on US Fisher bodied Buicks except the color is black).

The '37 McLaughlin Buick horn button and grille badge were also different than on US Fisher bodied cars. The engine color was Buick Green, but the valve and spark plug covers were painted black. And not all Canadian cars had 6 bolt studs on the wheels. Specials did, but I'm not sure about the Century. Probably they did. I have never seen a Canadian Century.

The Roadmaster has 5 and are actually bolts that thread into the brake drum.



*At last... a car that does something about  
MAKING WINTER DRIVING SAFE!*

**Better Buy Buick**

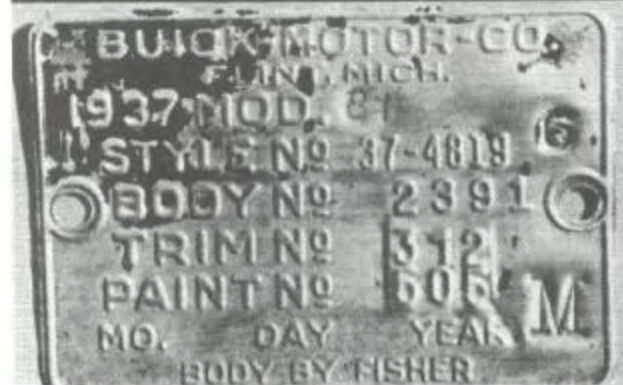
THE MOST ADVANCED CAR IN THE WORLD







1937 Canadian Data Plate



1937 US Data Plate



Fisher Body of Canada Plate



Horn Button



Grille Badge



**7** or many, 1937 was a peaceful, happy year. Yet there were some deeply disturbing trends. The Japanese sank the US gunboat *Panay*, stationed on the Yangtze River near Nanking, China. Several American oil tankers were also sunk by Japanese gunfire that year. But Japan was a long way off, and we failed to recognize these incidents as portents of worse news to come.

Adolf Hitler repudiated the Versailles Treaty of World War I, and released the Reichsbank from the payment of reparations, and prohibited Germans from receiving Nobel Prizes, substituting similar awards for which only citizens of the Third Reich were eligible. But again, we failed to recognize the significance of Der Führer actions.



On the home front, there was labor trouble in America's auto factories. To fight back against management, the United Auto Workers Union (UAW) used an unusually effective technique known as the "sit-down-strike." The largest strike occurred when 140,000 workers sat down on the job at seventeen General Motors plants, bringing one of the country's largest industries to a standstill (or in this case a site-still). While GM was having labor



Joe DiMaggio

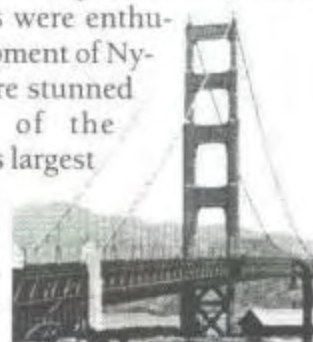
## What Happened In 1937?

trouble, Ford produced its 25 millionth car.

Below, UAW members are staging a sit-down at a General Motors plant in Flint, MI. The headline of "The Flint Auto Worker" newspaper one of the workers is reading says **STRIKE SPREADS**. (Thanks to **Charles Jekofsky** (#524) in Washington, DC for sharing this photo).

Most Americans were much more interested in the spectacular coronation of King George VI, the father of the present Queen. Or in the new heavyweight boxing champion, Joe Louis. Or in the 46 home runs scored by Joe DiMaggio for the New York Yankees. (This photo of Joe appeared on the cover of the September, 1941 *Motor Age* magazine).

Or in the opening of the spectacular Golden Gate Bridge. The ladies were enthusiastic about the development of Nylon hosiery. And all were stunned by the tragic loss of the *Hindenburg*, the world's largest dirigible, which exploded and burst into flames as it approached the mooring mast at the Lakehurst, New Jersey,



Golden Gate Bridge



Naval Air Station, carrying 36 people to their deaths.

Howard Hughes established a new continental air-speed record, fly from Los Angeles to New York in just seven hours, 28 minutes. But Amelia Earhart, America's premier aviatrix, was less fortunate. In an attempted round-the-world flight, she and her navigator Fred Noonan, were lost somewhere in the New Guinea. No plane has ever and exactly what them is still a speculation.



Amelia Earhart

Radio was big in those days. Popular programs included *Myrt and Marge*, *The Goldbergs*, and a somewhat hokey program *Voice of Experience*. Jack Benny and Fred Allen carried on their friendly feud, and Candice Bergen's father Edgar, a newcomer to the air waves, was making it big with the help of his ventriloquist's dummy, *Charlie McCarthy*.



Spencer Tracy

New on the literary front were Ernest Hemingway's *To Have and Have Not*, Kenneth Robert's *Northwest Passage*, and A. J. Cronin's *The Citadel*, along with one that, during 1937, would take the Pulitzer Prize: J. P. Marquand's *The Late George Apley*.

In Hollywood, meanwhile, the Oscar for Best Picture went to *The Life of Emil Zola*, starring Paul Muni.

Academy Awards also went to Spencer Tracy, for his leading role in *Captains Courageous*, and to Luise Rainer for *The Good Earth*. Another favorite was *A Star is Born*, starring Janet Gaynor and Frederic March. Thirty-six year old Clark Gable was crowned "The King of Hollywood" in a poll of readers of Ed Sullivan's newspaper column.

Popular songs included *A Foggy Day* and

Clark Gable



*Nice Work If You Can Get It*, by George and Ira Gershwin; *Where or When* and *The Lady Is A Tramp* by Richard Rodgers and Lorenz Hart; *Sweet Leilani* by Harry Owens; (a big one for Bing Crosby, and the year's Academy Award-winning song); *Too Marvelous for Words*, by Richard Whiting and Johnny Mercer; and *Rosalie* by Coel Porter. Tune-ful, sentimental songs they were, many of them still popular today.

The dance craze of the time was a sort of modified square dance called the *Big Apple*. But the real sensation for the youth was swing music. Swing music in general and the Benny Goodman band in particular. Goodman was at the top of his form in 1937, with a band that



Benny Goodman

included, among many others, Harry James and Ziggy Elman on trumpets, Lionel Hampton on vibes, Gene Krupa on drums and of course Goodman himself on clarinet.

Bill Cosby, US comedian; Saddam Hussein, Iraqi president; Dustin Hoffman, US actor and Jack Nicholson, US actor were all born in 1937. Jean Harlow, US actress; John D. Rockefeller, US industrialist; George Gershwin, US composer all died in 1937.



Jean Harlow



John D. Rockefeller



Luise Rainer



# From a '70 Cutlass to a '37 Buick

By Danny Vincens (#1359)-Chalmette, LA

As far back as I can remember I have always been a car enthusiast. Several year ago I purchased a 1970 Cutlass SX Convertible and restored it to original condition. I then assisted my friend **Frank Marengo** (#918) restore his 1937 Buick Coupe. That's when I fell in love. Every now and then Frank would give me the privilege of driving his coupe and I realized I enjoyed driving it better than the Cutlass.

One day Frank received correspondence from **Dave Tacheny** (#997) that he had recently acquired

a '37 Buick Special Model 41 and would send him a photo if he was interested. Unknown to me, the luckiest day of my life was when Frank said, "yes". I happened to be at Frank's house when the photo arrived. After one look, I started to ask a million questions and Frank caught on right away. Together we called Dave and he agreed to send more photos. After the photos arrived, I decided the Cutlass was For Sale and a road trip was planned. It didn't take long as the Cutlass sold in three days.

I borrowed a friends Chevrolet Suburban and reserved a U-haul trailer in Minneapolis, Minnesota. Immediately after lunch on a Sunday afternoon, Frank and I set off on our journey from Chalmette, LA (just outside New Orleans). Taking four hour driving shifts, with only stops for gas and a quick dinner near St. Louis, MO., we arrived at Dave's home in Champlin, MN at 10:30 am on Monday.

Dave greeted us and then backed the Buick out of the garage and the inspection began. Everything was there, not a part was missing and it only had 65,000 original miles. We cranked it up and it purred with only an occasional miss, due to lack of maintenance. We drove around the neighborhood and the brakes pulled to the left, but the drivetrain performed flawlessly. When Dave acquired the Buick it had seat covers. Dave removed the

front seat covers and found the interior was perfect. Included in the deal was all the original paperwork.

The original owner was E. B. Fay of St. Louis, MO who stored the car at his summer home on Washington Island, WI. Since it was only used during the summers, the body is rust free.

A deal was struck and the Buick was mine. We then had time to look through Dave's garage for some parts Frank needed. After lunch, we took a ride to Dave's barn to look at several 1937 and

1938's Dave was parting out. We picked up the trailer and loaded up my prize and left Dave's at 3:30 PM Monday.

We thought about stopping for the night but the adrenaline was flowing and we wanted to get this

prize home. Every stop we made on the way back took an extra fifteen minutes as the Buick would always draw a crowd. The trip home was nearly uneventful with only one wrong turn in Rockford, IL which cost us \$4.00 in tolls to nowhere.

As we neared Louisiana, we called our wives and had them meet us at my house so Frank and I could sneak to his house to give the Buick a quick wash as we drove through a rain storm on the way home. We drove the one mile to my house and arrived with horns blaring at 5:30 PM Tuesday. The 53 hour road trip now seems like a blur, but it was the best trip I ever made!

The entire neighborhood turned out to greet "**Daisy**" (a name my wife and daughter gave the Buick). The consensus of the neighborhood is I had made the right decision in selling the Cutlass.

After rebuilding the carburetor, fuel pump, brake systems and a tune-up, Daisy is running like she just came off the assembly line. Only minor dents and scratches in the paint is all that is needed to put the Buick in top condition. But that's another story. (ED: Thanks to Frank Marengo and Dave Tacheny for reminding us what this Club is all about).





# My Father's Car

By John Lalagos (#1309)-Bartlett, Illinois



**T**his 1938 Century 2-Door Trunk Back Sedan was purchased new by my father. It has been driven by all our family members including myself and my 2 brothers as our first car when we were teenagers. The last one to drive it rebuilt the engine, drove it for about 50 miles and put it in a garage for 15 years. I removed it, put in some gas and pull started it. I then drove it 30 miles and put it in my barn. It sat for the next 21 years until last year when I started a ground-up restoration.

In September of 1997 I read about the **1937-1938 Buick Club** in *Old Cars Weekly*. I joined and received my first issue of the *Torque Tube*. It became the inspiration to restore my father's car.

The car was restored in four different shops

beginning January, 1998. It was finished six months later. The paint is Corot Beige, it originally was black. I must say that without the help of **Dave Tacheny** (#997), this project would not have been possible. He is courteous, most fair in all his prices and a total wealth of knowledge and information. If Dave can't advise you or find

what you need, it doesn't exist. Bob's Automobilia was also most helpful with my restoration.

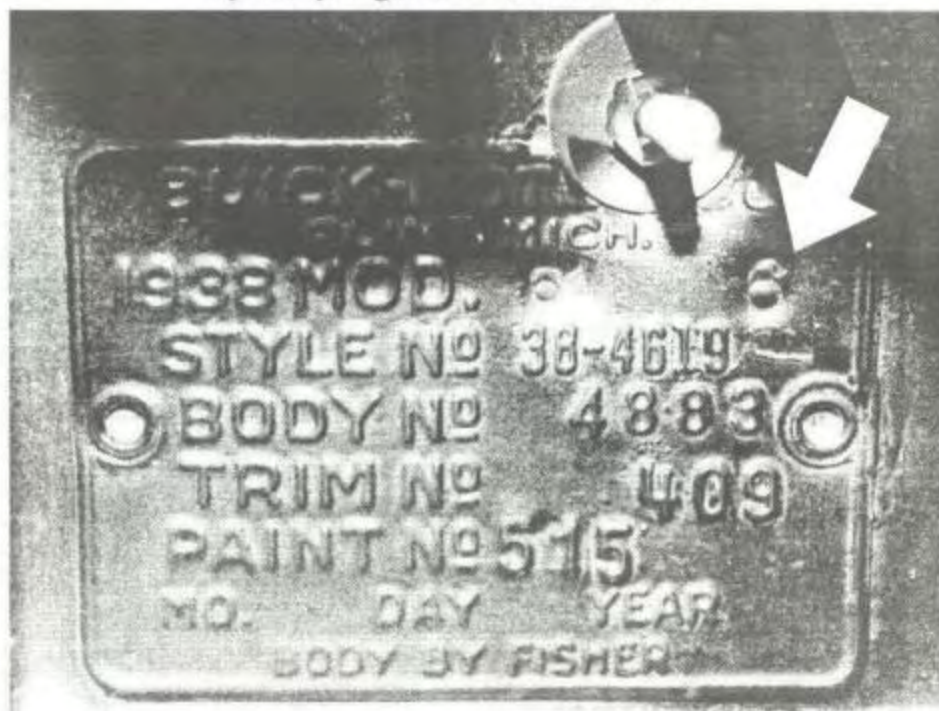
I also own a '36 Ford and a '66 T-Bird convertible. Since this Buick was finished, I have not driven my other cars. It's a dream

to drive. It reminds me of my younger days  
*PS: If any members need help in restoring a similar car, feel free to phone me at (630) 837-7768. I received much help from many people and I would like to be able to do the same.*



# SOME INTERESTING 1937-1938 DATA PLATES

By Harry Logan (#651)-Los Altos, CA

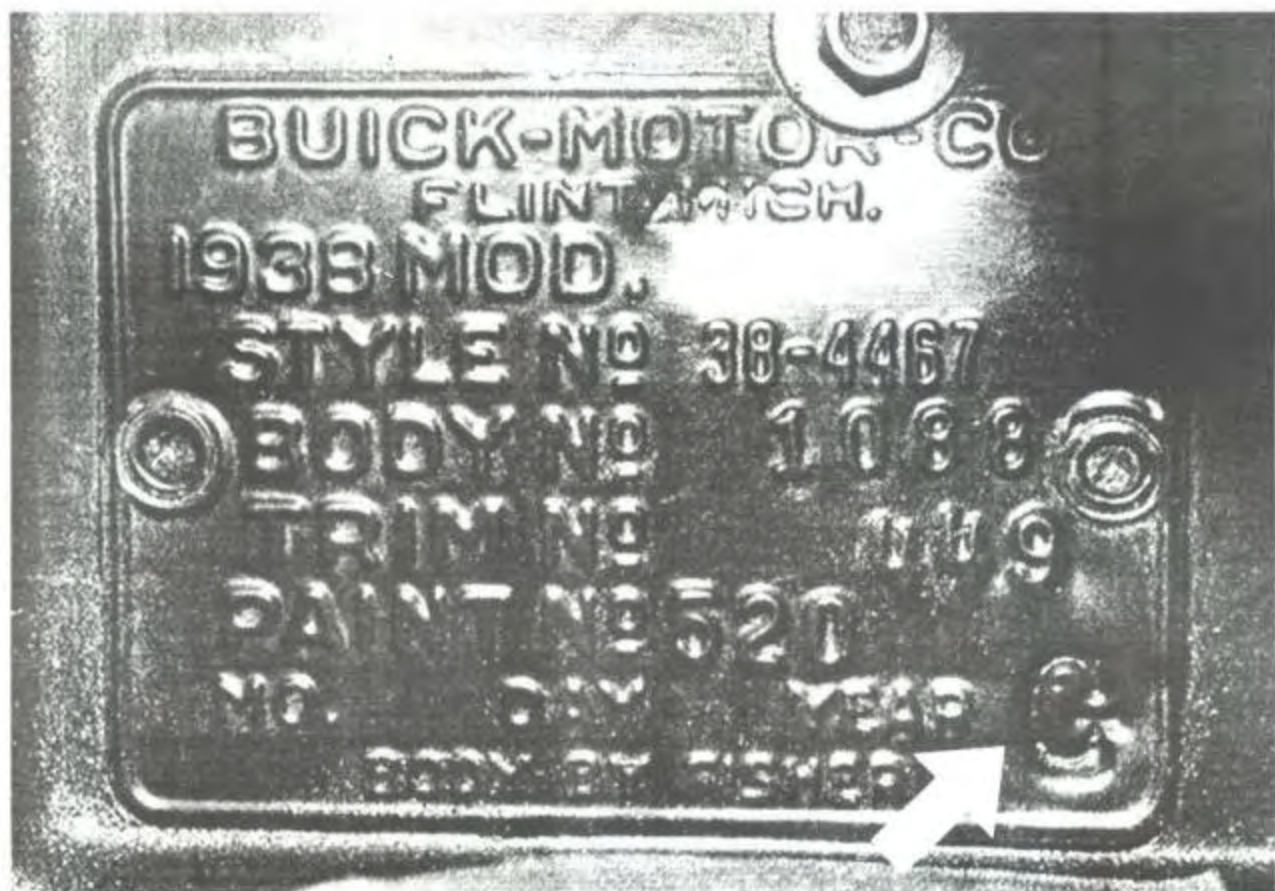


This data plate is on a 38 Century Sedan Model 61. Note the "6" in the upper right corner, indicating the car came with sidemounts. Buick called these factory sidemounted cars "6 wheel jobs."

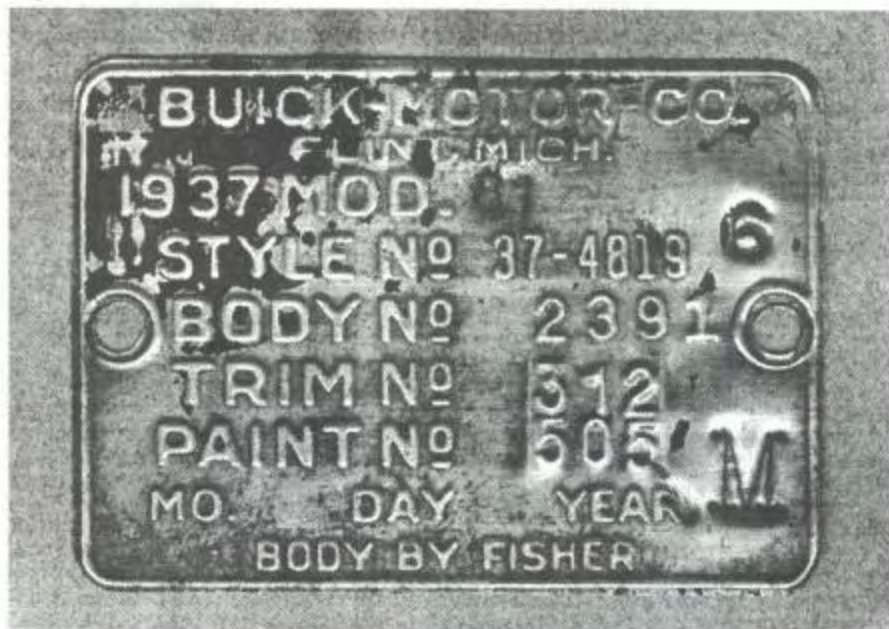


This data plate is on **Bob Lawrence's** (#653) 1937 Special 4-door sedan Model 41. It is the only data plate I have ever seen where the date is filled in. It is stamped 11-24-36, indicating an early production '37 Buick. The paint was #501 Chancellor (dark) blue with #301 upholstery (tan mohair fabric).





This data plate is on a 1938 Buick Special Convertible Coupe Model 46C. The unusual thing about it is the "G" stamped in the lower right hand corner. I have now seen this "G" on three '38 Special Convertible Coupes.



1937 80 and 90 series cars had the first letter of the dashboard color stamped in the lower right corner. "B" for black, "M" for mahogany and "G" for gray. Perhaps this carried over to 1938 or it might possibly mean the color of the convertible top. 1937 and 1938 top colors were tan, blue-gray and black. Does anyone have any information on what the "G" might mean?

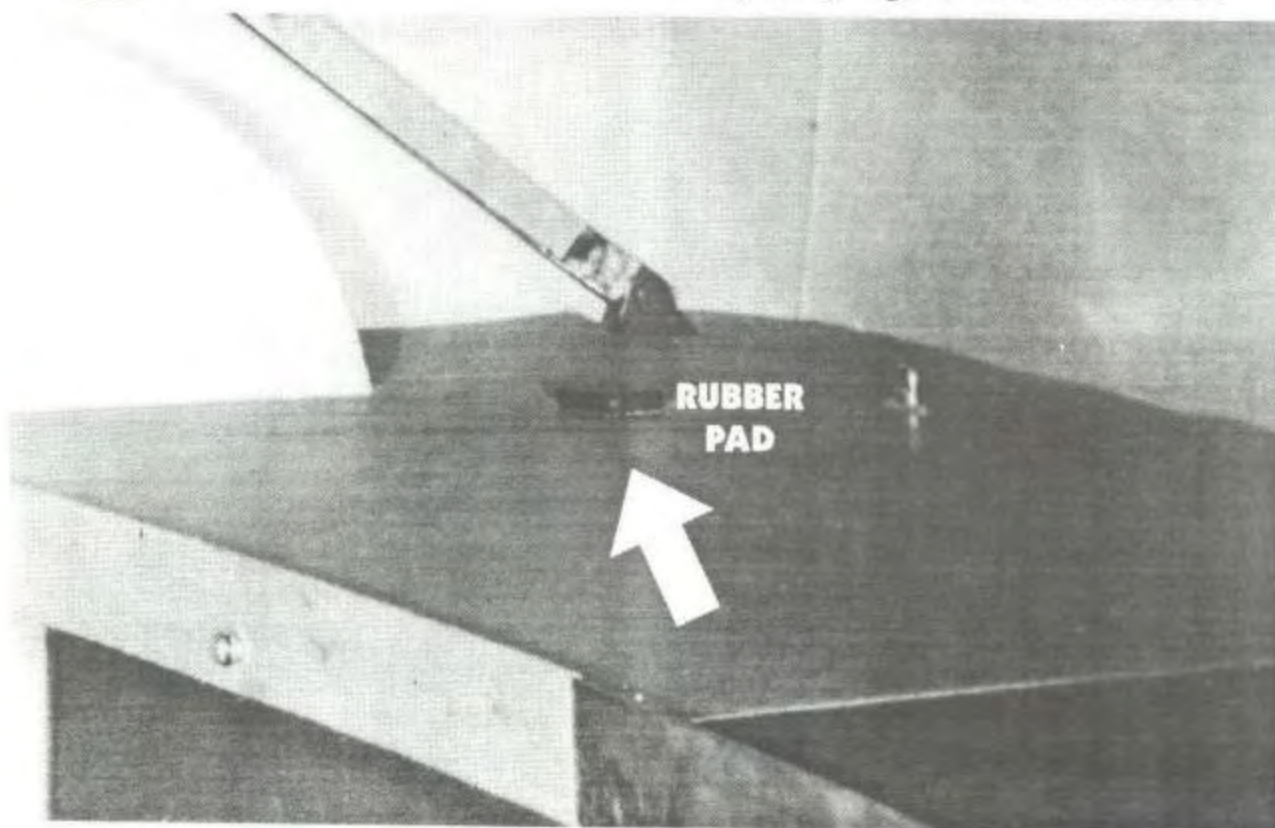




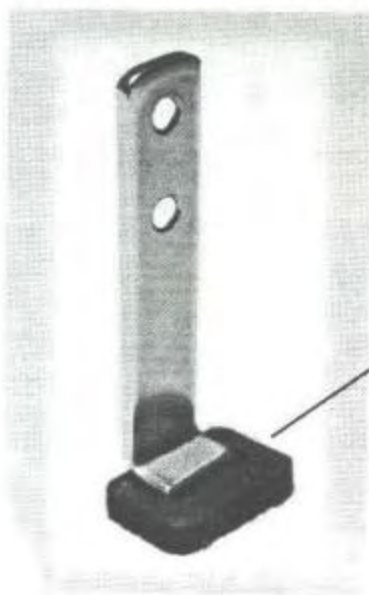
## Technical TIPS

# CONVERTIBLE RUBBER PADS

By Harry Logan (#651)-Los Altos, CA

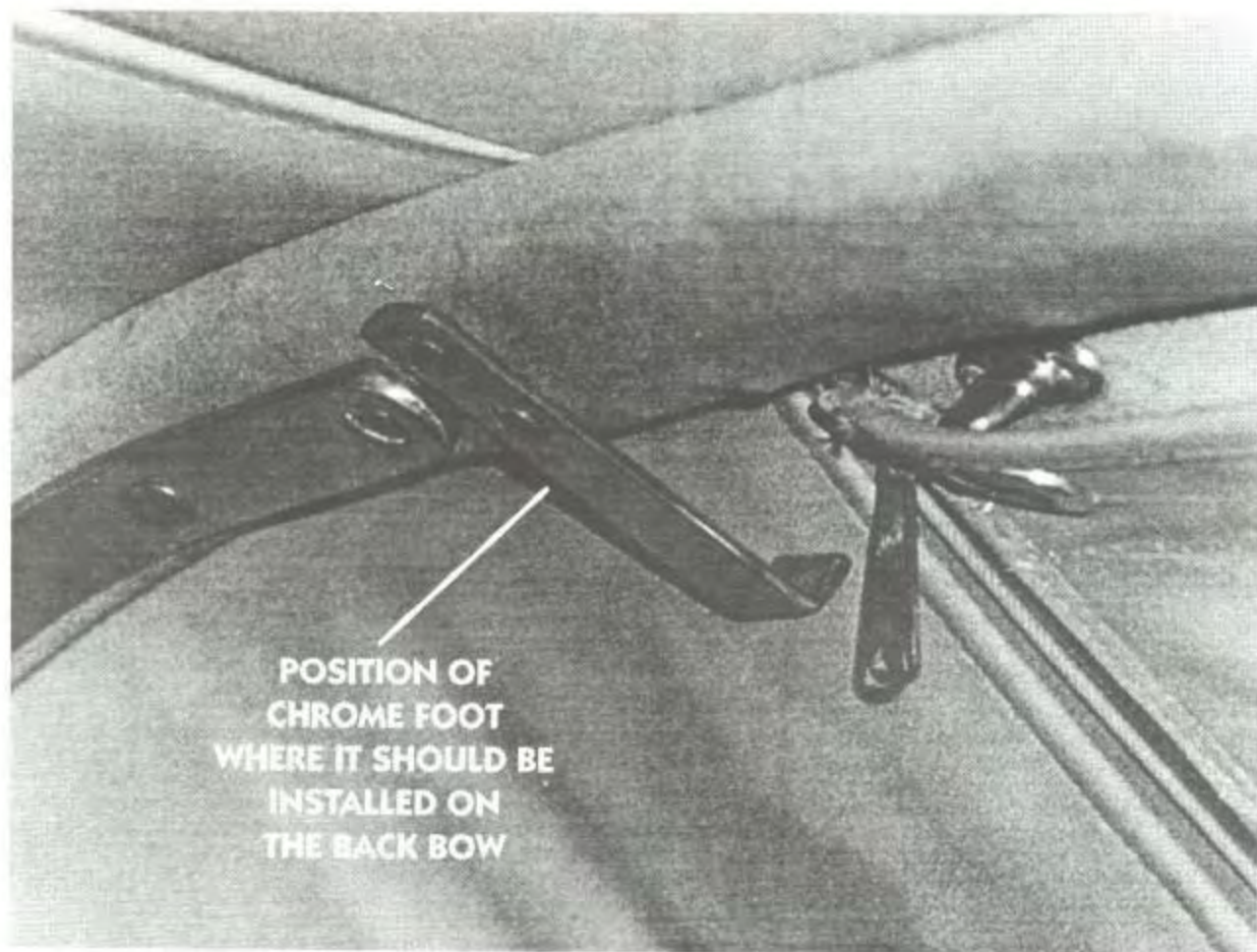


This factory photo of a 1938 Buick Convertible Coupe's shelf shows a rubber pad. It was screwed to the rear shelf with one pad on each side waiting for the two chrome feet to come down when the top is lowered.



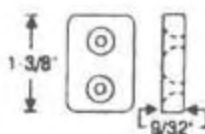
POSITION OF  
CHROME FOOT  
WHERE IT MEETS  
THE RUBBER PAD





POSITION OF  
CHROME FOOT  
WHERE IT SHOULD BE  
INSTALLED ON  
THE BACK BOW

Two chrome feet, one on each side of the top bow, rested on the rubber pads when the top was down. I believe convertible sedans also used these metal feet and rubber pads.



**1936-40 Pads, folding front seat rest, steel core. Also used as bumper, slat iron to compartment on convertibles.**

70-0280-88 . . . . . \$33.30/pr.

You can order a pair of these 1 3/8" long by 9/32" tall pads from either **Lynne Steele** in North Carolina (1-800-544-8665) or **Bob's Automoblia** (#805). These were in stock when I ordered them from Bob's in June. The Steele part number is 70-0280-88. The cost is around \$34/pair. You might also be able to cut these out of a rubber strip. They're held in place by two wood screws.

Without these pads, the top feet may not rest on the shelf. One convertible owner reports that without these pads, he had to fold the top between the feet and shelf so that they had something to rest on.





## Technical TIPS

# GM DRIVING AND FOG LAMPS

By Harry Logan (#651)-Los Altos, CA

The factory fog lamps for our 37/38 Buicks were these GM Guide brand lamps. These are the actual Guide Fog Lamps (A) ordered with this car in 1938. The original bill of sale shows they cost \$11.00 a pair installed.

You could order either (B) Guide fog lamps (amber lenses) or Driving lights (clear lenses). The purpose of the driving lights was to "throw a concentrated controlled beam down the highway, picking out

a raised comb on top such as in the photo.



In a side-by-side comparison to the Lorraine's, the Guide's fog lamps and driving lights have a plain top (D). I have a Guide fog lamp Instruction sheet. It reads: "The installation of two lamps is strongly recommended. If only one lamp is

used, mount it on the left side of the bumper. In heavy fog, both fog lamps should be turned on and the headlamps switched off for best possible re-



turns, signs or possible obstructions, beyond the range of the headlamps."

Most 37/38 Buicks I've seen have aftermarket lamps such as this (C) Lorraine, made by Appleton Electric Co. of Chicago, IL. There were many other brands. Some owner's prefer lamps with

sults." I was surprised GM recommended switching the headlights off when the fog lamps were on. The Guide instructions state that both California and Pennsylvania have a law requiring the headlights to be turned off when using the fog lamps!





(Continued from page 18)

I rarely drive my '38 at night but when I do I use both the fog and headlamps for better visibility. I also use halogen headlight bulbs which put out more light than the original tungsten bulbs.

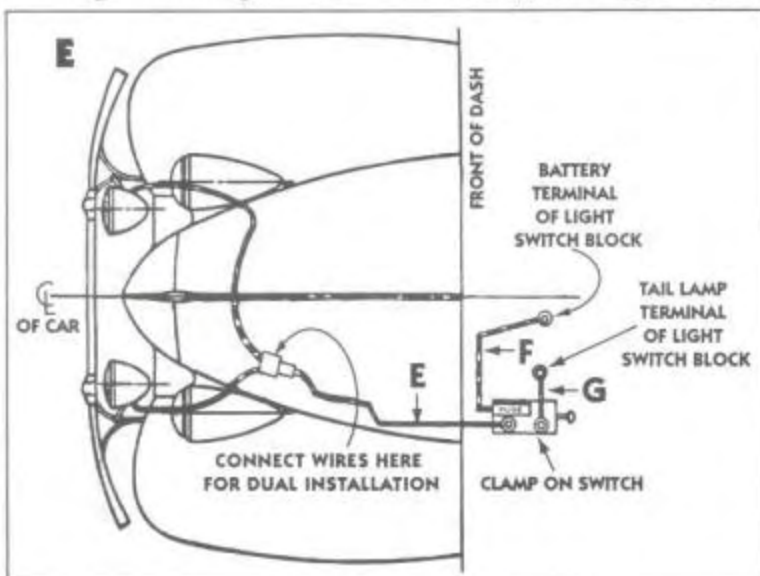
This wiring diagram (E) is from the printed Instructions for Installing GM Fog Lamps. Most 37-38 Buicks today have a new wiring harness. These usually come with the fog lamp wires, so you just need to run the lamp wire to a switch, usually mounted on the curved lip at the bottom of the dashboard, then through a fuse to a 6 volt source. To prevent accidentally leaving the fog lamps on, you might want to have them wired so the fog lamps go off when the ignition switch is turned off. You can do this by connecting the lamps to the positive gas gauge terminal.

#### TO AIM THE FOG LAMPS

Illustration (F) shows the pattern of a properly aimed fog lamp:

1. Place car on level place 25 feet (7.6 meters) away from garage door or clear wall.
2. Measure distance from floor to center of Fog Lamps. Draw a horizontal line on the door or wall at Fog Lamp center just determined.

3. Then draw a horizontal line on wall 4 inches (10 cm) below the horizontal line representing the Fog Lamp center.



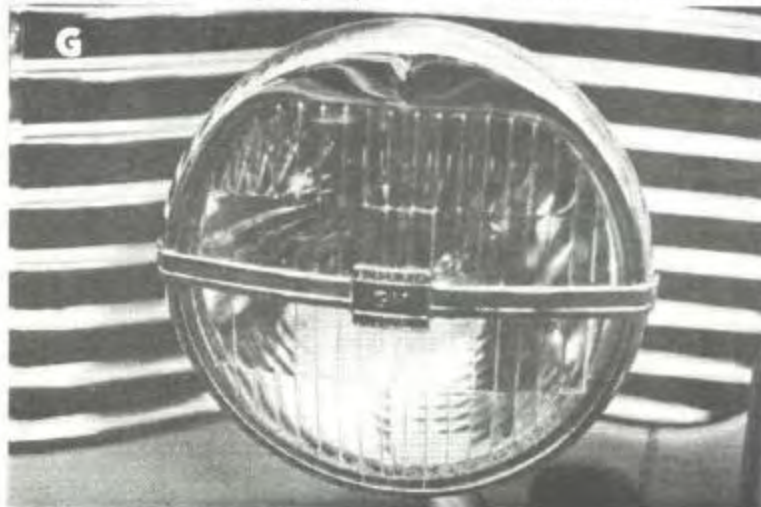
4. Spot vertical center of car on door or wall by sighting through rear window in line with the hood ornament.

5. Turn on Fog Lamps only, leave off headlights, cover one lamp, then set head of the lamp your adjusting so that top of beam is at the

horizontal line spotted in step 3 and so that center of this beam is same distance from vertical line spotted in step 4 as the vertical center of lamp head is from vertical center of car. Then lock lamp in that position. Repeat this process with the other lamp.

Thanks to long time member **Joe Giordano** (#333) in Missouri for sharing this information. Joe says these Guide lamps were used on '37 - '39 Buicks, '37 - '38 Chevrolet and Oldsmobile. He believes they were also used on '37 - '38 Cadillac and Pontiac.

This (G) is a 1940 Guide Driving lamp. Joe says that the shape of the lamp changed in 1940 because of the difference in the shape of the front fenders.







# Technical TIPS

By Harry Logan (#651)-Los Altos, CA

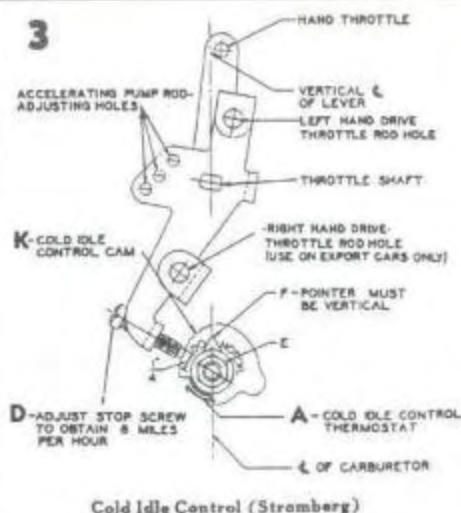
## STUCK COLD IDLE CONTROL



The purpose of the cold idle control is to prevent a cold engine from stalling by providing a fast idle speed during warm-up. The speed increases or decreases as the temperature of the manifold changes. Photo #1 shows the position of the Cold Idle Control on the manifold. Photo #2 shows it up close.

The cold idle control consists of a heat operated cam "K" mounted on the intake manifold. This cam serves as a stop for throttle stop screw "D".

The variable speed is obtained by using thermostat "A" which drives the cam "K". When the manifold is cold, thermostat "A" rotates cam "K" in a counter-clockwise direction, causing its thick

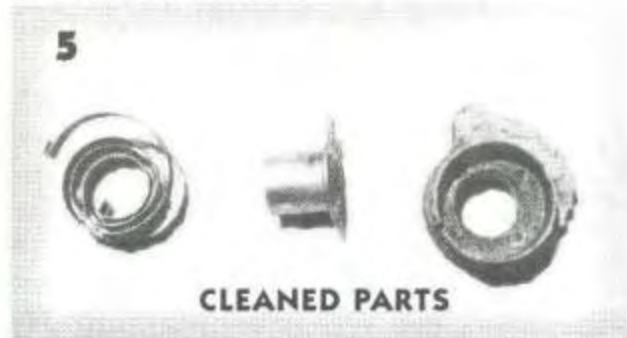
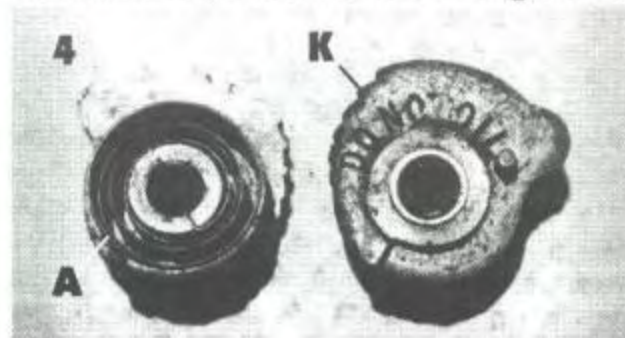


side to contact the idle stop screw "D" which speeds up the engine.

As the manifold warms up, the thermostat is heated and thus revolves the cam "K" in a clockwise direction until idle screw "D" is contacting cam "K" at its thinnest section, causing the carburetor throttle to close to a normal hot idle speed.

With the throttle screw not touching the cam, you should be able to pull the cam clockwise and it will

spring back when let go. My cam was stuck and would not move. I took it apart, drove out the brass bushing with the arrow pointer. Then I wire-brushed and cleaned the bushing and cam and now it works fine.



CLEANED PARTS

# INTERMITTENT IGNITION SWITCH



By Harry Logan (#651)-Los Altos, CA

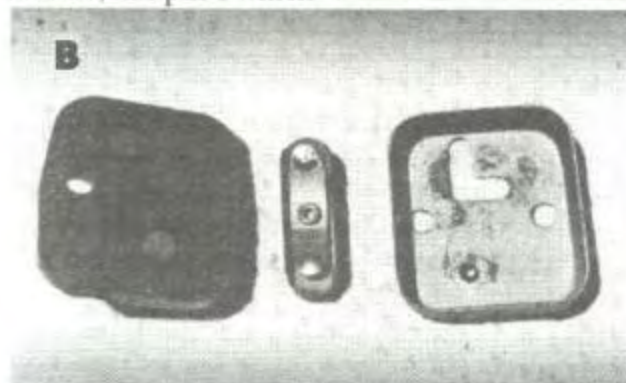
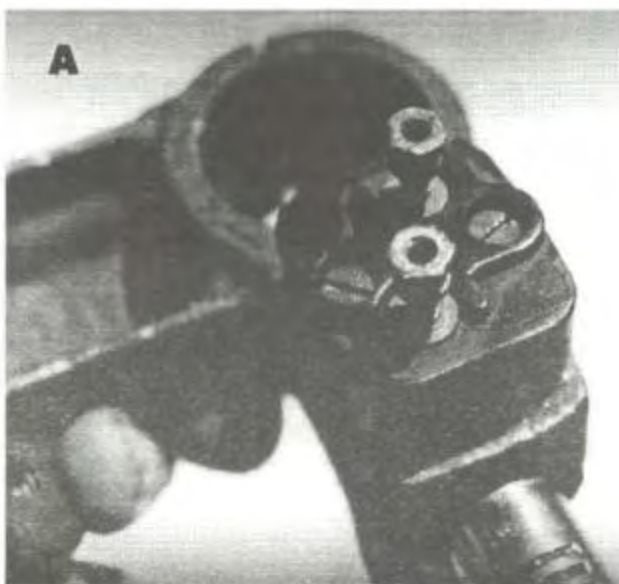
The ignition switch **A** is mounted on the back of the steering column mounting bracket. It's held in place with two screws. Remove these screws and the wires attached to the two terminals and the switch will come out.

The switch consists of 3 pieces. **B** The metal case, bakelite cover and movable contacts.

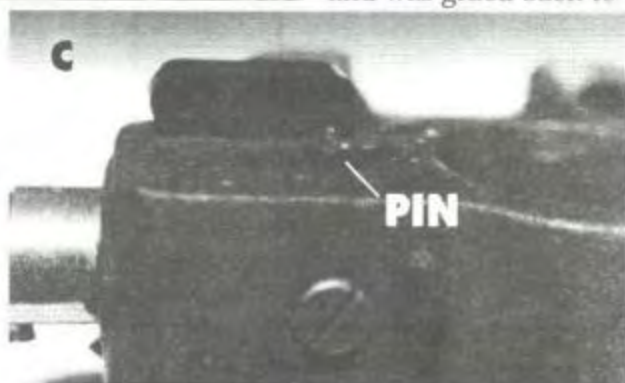
When you move the ignition switch chrome handle, this pin **C** which

steel ball. It gives a positive feel when you flip the switch. If your switch moves from off to on without some resistance, this ball is probably missing.

My ignition switch was erratic. Sometime it would not turn on the ignition system. I thought I would remove and clean it. After taking it apart, I found that the bakelite cover had cracked **D** and was glued back to-

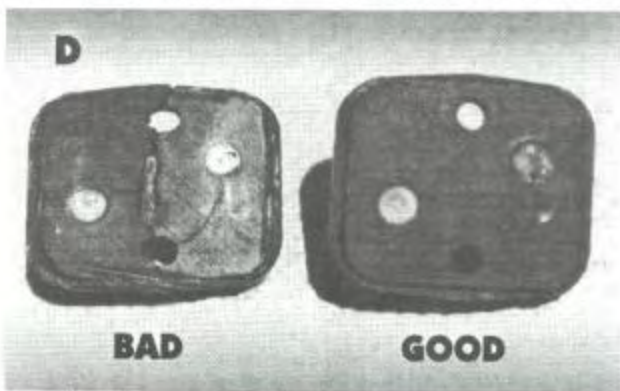


goes into the grooved bottom of the contact, causes it to pivot between the off and on positions. The chrome screw in the middle of the photo holds a small



gether. The result was that it had a slight curve, instead of being flat. I replaced the cracked bakelite cover and cleaned the switch contacts.

Now it works fine.





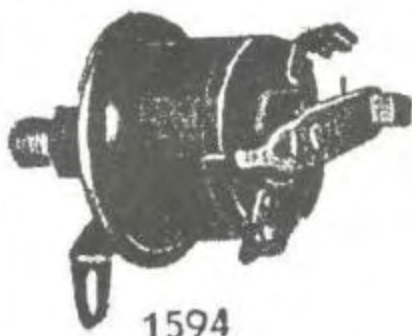


# Technical TIPS

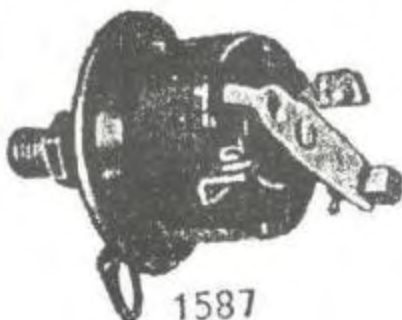
By Harry Logan (#651)-Los Altos, CA

## 1937 BUICK VACUUM STARTER SWITCH PART II

### A DELCO-REMY VACUUM STARTER SWITCH



1594



1587



1601

#### SWITCH, Complete

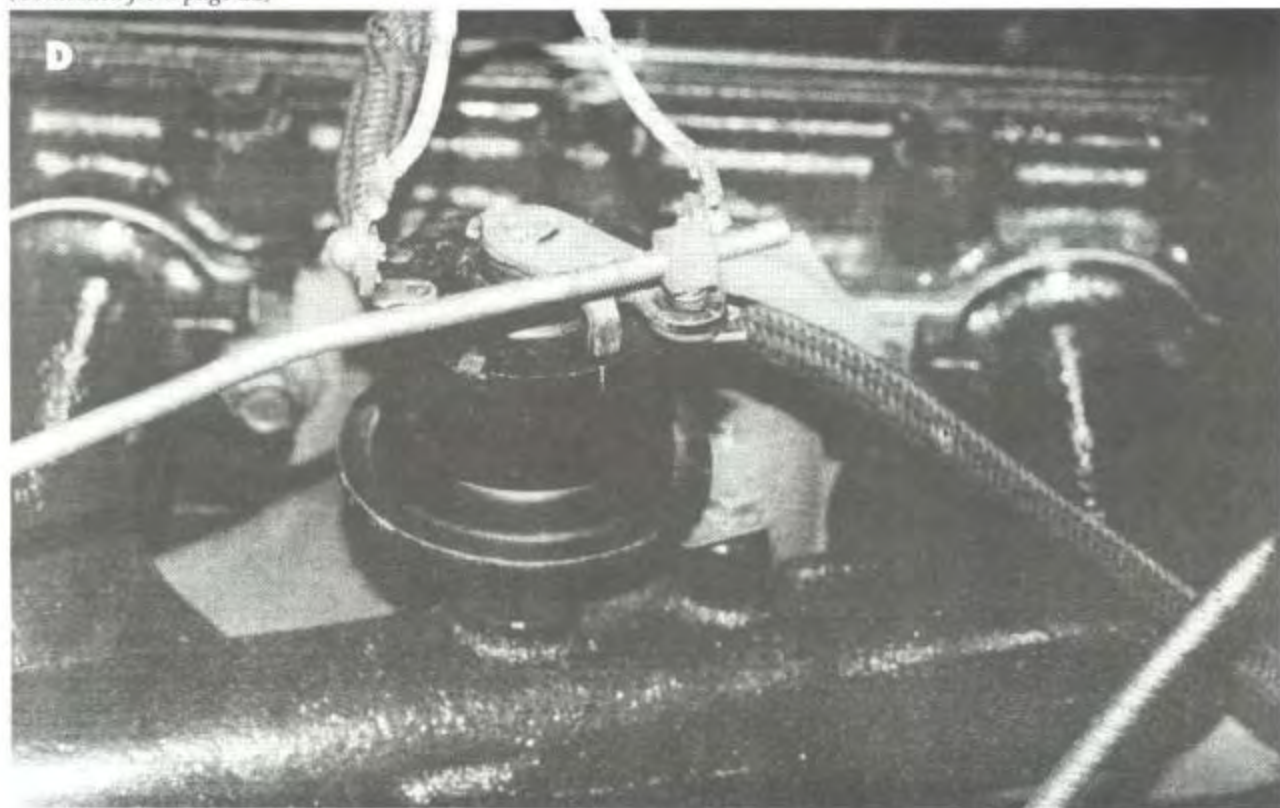
.....★	1594	2.15	..... 1934-35-36-40; 1937 if Marvel carburetor
.....★	1587	2.15	..... 1934-35-50-60-90
.....★	1601	2.15	..... 1936-60-80-90
.....★	1607	2.15	..... 1937 if Stromberg carburetor

(A) The Vacuum Starter Switch article in the January/February, 1999 issue warned that there were other vacuum switches available, like those shown above, that look like the 1937 switch. The correct switch is # 1607. This number is **not** stamped on the switch.

So to make sure you know what the correct switch looks like, here are some photos of an NOS '37 vacuum switch #1607 (B and C)

(D) shows the switch on the intake manifold. Hopefully, you won't end up with the wrong switch as I did. Anyone need a vacuum starter switch for a 1934-35-36 Pontiac?





## WELCOME *New Members*

Terry Knoepp (#1428)  
10651 Caminto Banyon San  
Diego, CA 92131

Ray Shanahan (#1429)  
23 Briarwood Drive  
San Rafael, CA 94901  
37-47

Joseph Boralsky (#1430)  
28 Ash St.  
Stanhope, NJ 07874

James Peters (#1431)  
6035 Chicwood Dr.  
Pulaski, VA 24301  
37-46C

Eugene Mousel (#1432)  
7556 East F St.  
Tacima, WA 98404

Vincent Pullara, Jr. (#1433)  
1518 Ivy Hill Road  
Cockeysville, MD 21030  
37-46C

Avery Greene (#1434)  
110 Scot Court  
Suisun, CA 94585

Doris Zicari (#1435)  
99 Sagamore Dr.  
Rochester, NY 14617

Tom Barton (#1436)  
960 N. San Antonio, Ste. 100  
Los Altos, CA 94022

Louis Dalbec (#1437)  
1351 Hall Street  
Manchester, NH 03104  
38-81

Michael Keedy (#1438)  
P.O. Box 7451  
Kalispell, MT 59904  
37-66S

John McNerney (#1439)  
RR 1, Box 772  
Venus, PA 16364  
37-41

Donald Ischer (#1440)  
299 Capital View  
Roseville, MN 55113

George Zappone Sr. (#1441)  
173 Chimney Rd.  
Watertown, CT 06795  
38-46C

Donald Short (#1442)  
40 Bayshore Dr.  
Port Ludlow, WA 98365  
37-40C

Randy Hosler (#1443)  
6585 Dixie Highway  
Clarkston, MI 48346  
38-66S

Walter Bruegger (#1444)  
1289 Magnolia Ave. #1  
San Carlos, CA 94070

Arnold Isaacs, Jr. (#1445)  
20010 Colony Point Lane  
Cornelius, NC 28031



# Parts FOR SALE

## • 1937 & 1938 PARTS

- 1936- possibly same as 1937 Century/Roadmaster. Two disassembled transmissions, large series.....\$85 each or \$150 for both  
 Large series intake manifold.....\$35  
 1937-1938 all series voltage regulators, 4 terminal, rebuilt.....\$55  
 1938 Marvel Model CD 1B carburetor, complete with choke.  
 Was NOS but has been sitting for years.....\$225  
 1938 Century/Roadmaster/Limited AAV-2 with automatic choke.....\$190

## • 1937-40 SERIES SPECIAL PARTS

- Transmission, short tailshaft, open driveline floorshift. Same bolt pattern as Buick special.....\$125  
 Valve cover, clean, painted.....\$10  
 Bellhousing.....\$25  
 Thermostat housing, 2 piece.....\$15  
 Exhaust center manifold section, 40 series with heat riser.....\$35  
 Kingpin set, Thompson 36SN, new.....\$30  
 Carburetor, AAV-1. Has been rebuilt, sitting in garage for several years.....\$135

## • 1937-40/60 SPECIAL/CENTURY PARTS

- 3.9 rear end, complete drum to drum with torque tube from '37 Century.....\$375  
 Bumper cores, front or rear. Need rechroming.....\$30 each

## • 1937-ROADMASTER/CENTURY PARTS

- Engine, was running. No manifolds or carb.....\$695  
 Transmission.....\$165  
 NOS but has been sitting for years.....\$225  
 Suspension, front end parts, used.....inquire

## • 1937-ROADMASTER PARTS

- Rear end, complete. No drums.....\$275  
 Front seat frame. Good wood. Has adjuster. No cushion springs.....\$125  
 Front suspension parts.....inquire

All prices plus shipping

Dave Powers (#894)

27732 Paseo Barona

San Juan Capistrano, CA 92675

(949) 493-1199 evenings

## • 1937-CENTURY PARTS

- 5-wheels and hub caps. Will trade for 1939 Century wheels.

Paul Foley

San Diego, CA

(619) 660-6899

## • 1938 PARTS

- 1938 Original Owners Manual with foldout lube chart, excellent condition, picture available by e-mail.....\$50

Bill Neuendorff

e-mail: bigbill@theriver.com (520) 458 8480 (Arizona)

• **1937 PARTS**

Automatic Choke for Sale. Fits all series .....inquire  
**James Moore Sr (#1121)**  
21 October Hill Rd.  
Hamden, CT 06518-1103  
(203) 281-0846  
E-mail: jimmoore@mail2.nai.net

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• **1938 PARTS & LITERATURE**

1938 Color Sales Catalog with black cover.....\$50  
Accessory Bug Screen.....\$30  
Rebuilt AF Series fuel pump for 40 Series cars.....\$40  
Marvel CD-1B rebuilt 40 Series carburetor.....\$95

All prices plus shipping

**John Johnson (#697)**  
276 N. Seymour Ave.  
Mundelein, IL 0060  
(847) 566-5005

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• **1938 PARTS**

Bumper, bumper badge and grille guard... ..\$300  
**Paul Blansky**  
(724) 966-7358  
In Pennsylvania

• **1938 PARTS**

Left Front Fender, Fair condition.....\$50  
Right Front Fennder, Good condition.....\$100  
Passenger Running Board, repairable core.....\$50  
Headlight Switch.....\$15

• **1937 PARTS**

Fender Marker Light.....\$30

All prices plus shipping and handling

**Charles Wenger (#1278)**  
(410) 877-7150, after 6 p.m. EST

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• **1937 & 1938 PARTS**

Parting 1937 & 1938 Buicks. The following is just a portion of the parts available. Call with your needs.

• **1937 PARTS**

40/60 Series rear brake cables, good condition.....\$40 pair  
Coupe taillight, no stanchion or T bar.....\$50  
80/90 series trunk hinges.....\$125  
Master and deluxe heaters.....\$75 each  
Roadmaster rims.....\$25 each  
Roadmaster axles.....\$100 pair  
Roadmaster front suspension ..... call with needs  
Coupe & 2 Dr. Sedan side stainless, complete sets.. ..\$75  
Century brake & clutch pedal assembly.....\$35  
Century radiator.....\$75  
Special radiator.....\$75  
Rear springs 40 & 60, good condition.....\$100 pair  
Radio delete plates.....\$15



Small series throttle linkage.....	\$25
Big Series rocker assemblies.....	\$50
Fender lights.....	\$65 pair
Trunk lights, complete.....	\$50
Tail lights with lenses, all series.....	\$50 pair
Wiper transmissions.....	\$50 pair
Special manifold.....	\$75
Throttle cable.....	\$20
Special transmission.....	\$100
Special splash pans.....	\$40 pair
Century hood.....	\$100
Headlight switch.....	\$20
Radio grilles.....	\$15
Wiper motors.....	\$15
Trunk hold-up arms.....	\$20
Sun visors.....	\$15
Bumpers.....	\$30 each
Bumper arms.....	\$15 each
Steering wheel.....	\$50
40 & 60 running board brackets.....	\$50 set
Buick creast badge for hood trim strip.....	\$50
Defroster vent.....	\$65 pair
Gas pedal.....	\$15
Small and large series generators.....	\$75

• **1938 PARTS**

temperature gauge, working with tube and bulb.....	\$50
Radio, working.....	\$300
Jack, complete.....	\$150
NOS amp and gas gauges.....	\$50 pair
DeLuxe Heaters.....	\$75 each
40/60 series front bumper, not perfect.....	\$100
40 & 60 sedan trunk lid, no rust.....	\$75
Breather tubes.....	\$10 each
Trunk hold-up arms.....	\$20
734Z starter with solenoid.....	\$50
Horn button.....	\$10
Special hood lettering.....	\$20 pair
Defroster ducts.....	\$15 pair
Wiper transmissions.....	\$50 pair
Rear license plate stand, bracket & light for sedan.....	\$45
Tail lights, complete.....	\$75 pair
Assist straps with screws.....	\$10 each
Throttle cable.....	\$20
Special radiator.....	\$75
Battery tray.....	\$20
Generator.....	\$50
Special manifold, complete.....	\$75
Special hood sides & tops.....	\$25 each
Grille, no cracks, minor pitting.....	\$200
Century radiator.....	\$100
Special coupe window moldings.....	\$100

(Parts For Sale continued from page 26)

Cigarette lighter.....	\$25
Century 3.9 rear end carrier and pinion.....	\$300
Century motor, rebuilt, complete with AAV-2 and new clutch.....	\$2500 firm
NOS vacuum starter switch.....	\$50
Rear muffler hanger, NOS.....	\$35
Grille, some pitting.....	\$100 pair

• **1937 & 1938 PARTS**

Opera seat stands, 40/60 series.....	\$50 pair
Radio hanger bracket.....	\$25
37/38 Century sidemount covers.....	\$500
Big Series spark plug cover.....	\$100
Special running boards, solid cores.....	\$200 pair
Headlight buckets.....	\$20 each
Large Series air cleaner.....	\$75
40-60 kingpin sets.....	\$30
Starter drives.....	\$20
Large series fan belts, new.....	\$15
Map light switches.....	\$15
Small series spark plug covers.....	\$40
Rear fender splash aprons.....	\$15 each
Big Series manifold ends.....	\$50
16" beauty rings.....	\$10 each
2 Door rear ash trays.....	\$20 pair
Headlight bezels.....	\$20 each
Trunk hinges.....	\$75 pair
Front arm rests.....	\$25 pair
40 & 60 rear vent windows, need plating.....	\$50 pair
Rear view mirrors.....	\$15
Special rear motor mounts.....	\$15
Century rear motor mounts.....	\$35
40 & 60 4 dr. sedan doors.....	\$50 each
Front vent window frames & mechanisms.....	\$35 each
Big Series fuel pump cores.....	\$50
Keyed ignition switches.....	\$35
4-Post voltage regulator, used.....	\$25
15" Beauty rings.....	\$10 each
Headlight adjusting buckets.....	\$100 pair
Gas tank sending units.....	\$65

**Dave Tacheny (#997)**

11949 Oregon Ave. N. • Champlin, MN 55316

(612) 427-3460

• **1937 PARTS**

Left front fender, good shape.....	\$125
Right front fender, fair shape.....	\$75
Grille, repro, fair to good.....	\$75
Special hood with stainless trim.....	\$45 per side
Special hood without stainless trim.....	\$35 per side

**Dick Oellers (#1075)**

RR 4 Box 13820 • 100 Main Street • Winthrop, ME 04364 • (207) 377-6654

e-mail: [Rroellers@aol.com](mailto:Rroellers@aol.com)



• **PARTS & ACCESSORIES**

I am selling my 40+++ year car collection—56 restored cars—and 10,000 parts for 31 Marques—I have a 1936 and a 1937, and a 1938 BUICK clock—\$100 shipped—I also have other BUICK literature, accessories—people can check my web page:

[www.geocities.com/MotorCity/Street/6020](http://www.geocities.com/MotorCity/Street/6020)

or send a SASE to:

**ROY JUDD**

2416 Hermosa Ave • Hermosa Beach, CA 90254

**THANK YOU**—I am anxious for my collection to go to car folks, not dealers

# Parts WANTED

**WANTED: 1937 PARTS**

• 1937 Radio - Here's your chance to unload a NON-working 1937 Radio. Must have the front assembly, would also like the casing, lower portion if possible. Do not need the inside assembly. Do not need a working or repairable radio. Basically looking for junk, but with non-working front assembly.

Will pay the cheapest price possible.

**Bruce Lagomarsino (#1149)**

2603 Hoffman Court

El Dorado Hills, CA 95762

(916) 933-3025

**WANTED: 1937 PARTS**

• WANTED: Any front suspension and front brake parts for a 1937 series 90 Buick. I especially and desperately need all front suspension bushings and pins except king pins. I have an extra set of NOS king pins and bushings I would be willing to trade for the other bushings & pins.

**Doc Scantlin (#1150)**

2824 Ridge Road

Huntingtown, MD 20639

FAX 301-855-9159

e-mail [dcscantlin@docscantlin.com/swing](mailto:dcscantlin@docscantlin.com/swing)

Phone: (301) 855-9102

**WANTED: 1937 PARTS**

• 1937 Special Gas Tank

**Ed Kowalski (#1424)**

1303 Gillespie Ave.

Portage, PA 15948

(814) 736-4897

**WANTED: 1937 PARTS**

• 1937 Special Sidemount fenders, covers and hardware.

**Jack McNerney (#1439)**

RR 1, Box 772

Venus, PA 16364-9628

(814) 354-2459

**WANTED: 1938 PARTS**

• Choke control cable for Stromberg automatic choke

• Fuel line from pump to carburetor on a '38 Special with original factory bends.

**Dick Oellers (#1075)**

RR 4 Box 13820

100 Main Street

Winthrop, ME 04364

(207) 377-6654

e-mail: [Roellers@aol.com](mailto:Roellers@aol.com)

**WANTED:**

1941 or 1942 Special Compound Carburetion Manifold, with or without carburetors and air cleaner.

**James Rufener (#767)**

19612 Salmonson River Road

Mora, MN 55051

**WANTED: INFORMATION**

• 1937-1938 TOOLS: Doing research on Buick Hand Tools. Anyone with an NOS set in these cars please contact me to assist in this project concerning item identification. Thank you.

**Charlie Halpin**

405 Elliot Road

Elkins Park, PA 19027

E-mail: [Wrenbody@aol.com](mailto:Wrenbody@aol.com)

(215) 635-3256

# Cars FOR SALE



## **FOR SALE: 1937 CENTURY**

Two-Door Sedan Model 68 Dual sidemounts, working radio, rebuilt motor, wide white wall tires. Color of the car is bronze.

**\$20,000.** obo.

Irwin Mehlman

(310) 399-6942

Venice, CA (Los Angeles area)

## **FOR SALE: 1937 CENTURY**

Model 61 4 Door Trunk Back Sedan. Very original. Runs strong. New white wall tires. Nice original interior. Many extra parts, manuals in trunk. Original spare on rim with stripes. Photos available

**\$8,000.**

Steve Nathanson (#656)

69 Terrace Rd.

Walnut Creek, CA 94596

(925) 947-6711

## **FOR SALE: 1938 SPECIAL**

Trunk Back Sedan Model 41.

Burgundy, restored all original, ready to drive or show. Buick National winner. 70,000 miles

**\$13,500.**

John Gillio (#1016)

15329 Ridgeland

Oak Forest, IL 60452-1618

(708) 687-4303

Please call between 5-9 pm CST



## **FOR SALE: 1938 CENTURY**

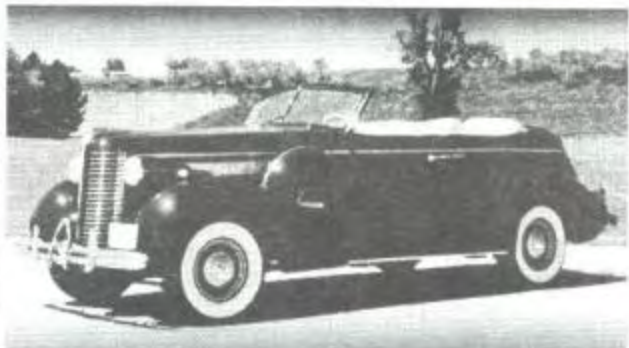
4 Door Trunk Back Sedan Model 61. Factory Sidemounts, original upholstery and woodgraining, nice blue paint (#519), White-wall tires, AAV-2 carburetor, radio, heater, excellent original running boards, floor mat and jack. No trust. 1938 California plates. 70,000 miles San Francisco car. Owner 20 years (second owner)

**\$18,000.**

Al Lovi (#994)

95 Brianne Circle

Windsor, CA 95492 (707) 837-1786



## **FOR SALE: 1938 CENTURY CONV.**

4-Door Convertible Model 60C

One of only 208 built. One of only 3 in the BCA roster. This car has been totally disassembled and rebuilt from the ground up. It is about 75% done. It is driveable. It needs upholstery, some chrome, glass and a little rubber to finish it. I have about \$32,000 invested and about 500 hours of my own time in the car. Asking....

**\$28,500.** or best offer

David Bylsma (#117)

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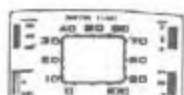
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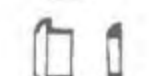
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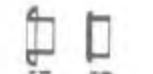
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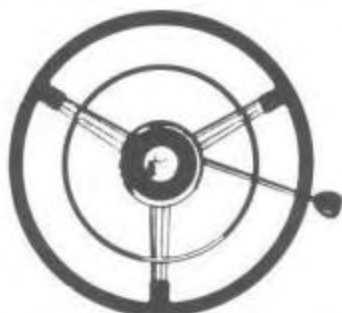
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